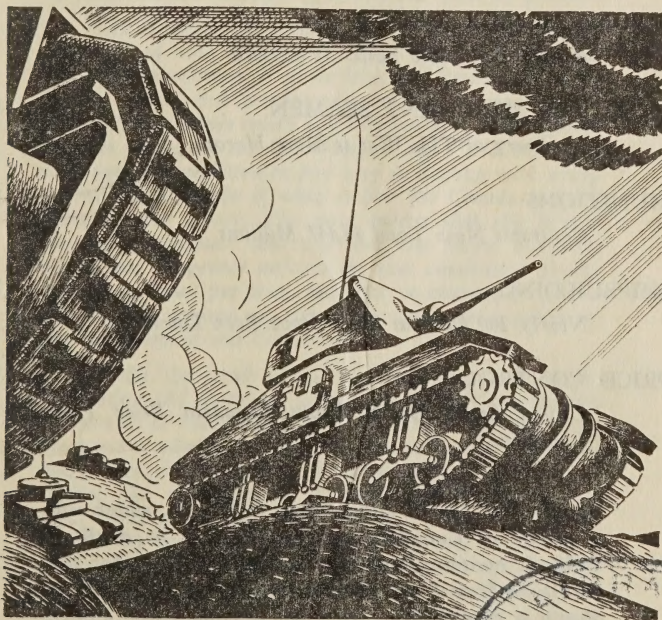




CANADA AT WAR

No. 14

May, 1942



Issued by the Director of Public Information, Ottawa, under authority of the Hon. J. T. Thorson, Minister of National War Services

Printed in Canada

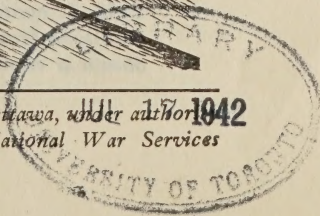


Table of Contents

	PAGE
NATIONAL PLEBISCITE	3
<i>"A National Expression of View on a National Issue"</i>	
STEEL-CLAD ARMY	4
<i>The Nation is Sharpening the Dagger Pointed at Berlin</i>	
UNITED NATIONS AIR CONFERENCE	6
<i>Co-ordination of Air Training Programs to be Discussed at Ottawa</i>	
AIR FORCE ON OFFENSIVE	6
<i>Canadian Airmen in Round-the-clock Air Offensive</i>	
U-BOAT MENACE GROWS	8
<i>Battle of Atlantic Shifts Westward</i>	
CANADIAN MERCHANT SEAMEN	10
<i>No Story of This War is More Heroic</i>	
MUNITIONS	12
<i>Contracts Now Total \$3,447 Millions</i>	
SHIPBUILDING	13
<i>Nearly 200 Combat Ships Have Been Launched</i>	
PRICE CONTROL	14
<i>United States Draws From Canadian Price Fixing Experience</i>	

Booklet No. 14 is a supplement to No. 13, which was a survey of Canada's part in the war to April 1, 1942. It contains outstanding developments for the month to May 1 and should be used with No. 13 to obtain a cumulative record of Canada's war effort.

National Plebiscite

"Are you in favour of releasing the Government from any obligation arising out of any past commitments restricting the methods of raising men for military service?"

CANADIANS were asked this question on April 27, and replied with a two-to-one affirmative vote. Eight of nine provinces returned large majorities in the affirmative. Only one province voted in the negative.

Commenting on the plebiscite, Prime Minister King declared:—

"The result is a national expression of view on a national issue. It should be so viewed in all its aspects. In all of the provinces, affirmative and negative votes have been cast. The vote was taken in a democratic fashion, and it will be recognized throughout the country that, in a democracy, the will of the majority prevails.

"The Government asked that its hands should be free at a time of war. The people have expressed the view that the Government is to be free and Parliament to be free to discuss and decide each and every aspect of the country's war effort solely upon its merits. The judgment and the action of the Government and Parliament will no longer be restricted in any way in dealing with every situation in the light of what is best for Canada and for Canada's war effort. The vote means that the people generally recognize that the war has taken a course which was altogether unforeseen; that conditions wholly unexpected may yet arise, and that, in consequence, it is necessary to remove any restriction upon the freedom of the Government and Parliament.

"While the result of the plebiscite is largely in the affirmative and therefore gratifying to the Government, it is not to be construed either as a vote of confidence in the present administration or as a vote for any political party. The electors were not called upon to vote for or against the Government. Political considerations and views were not in question. The plebiscite, in fact, was selected by the Government as the method of obtaining the views of the people precisely because it afforded the best known means of obtaining an expression of popular opinion on a specific question regardless of political parties or political considerations."

Steel-Clad Army

MAN'S GREATEST mechanical triumphs are the servants of war. The pace of today's battles is faster than the wind. New weapons must be countered by weapons equally as good or better.

The Canadian army is not falling behind in modern weapons and tactics. Armoured divisions and tank brigades are being developed by Canada as important formations within the Army. Units capable of covering more miles in an hour than the best foot soldiers can cover in a day are integral parts of the new army.

There is already an armoured division and a tank brigade overseas, and in the Dominion other armoured formations are in training. The nation is steadily augmenting its armoured strength.

In its interior organization the armoured division is much the same as any other division, and the tank brigade much the same as any other brigade. The same direction and administration continue by the four branches of the staff: The General Staff, Adjutant General's Branch, Quartermaster General's Branch, and the branch of the Master General of Ordnance. The weapons are different; the field strength may vary, but the chain of command and control is common to these formations of armoured fighting vehicles and to the infantry division.

Role of Modern Cavalry

Cavalry, the horse soldiers of other wars, was divided into light and heavy regiments, varying from agile scouting and advance units, to the massive type whose weight hurled into the charge swept the battlefield clear. Armoured fighting vehicles are the cavalry of today, but the function of the lighter and heavier types are reversed from the role of horse cavalry.

The tank brigade is the massive force on the battlefield, moving in heavily armoured tanks at a comparatively slow pace. Their role is to break down strong points in front of the advancing infantry, to crush machine gun nests, to

batter field fortifications and, with heavier armament to annihilate such lighter vehicles as may venture within range of their fire. They give an impression of overwhelming might, of terrifying ruthlessness and of impregnability. Their work is with the infantry.

Different from these are the tanks with which the armoured division will operate. Units of this division are largely made up from the cavalry regiments of the former Permanent and Non-Permanent Militia and continue the cavalry tradition by the use of the special terms of the horsed units. They will manoeuvre across country in cruiser tanks, more mobile and capable of maintaining a very rapid pace. Communication is maintained between tank and tank; between tank and headquarters or leaders by means of two-way wireless. All men of an armoured regiment are carried in mechanically propelled vehicles. Motorcyclists accompany headquarters. Supplies of all kinds including the most important, gasoline, follow the tanks in huge trucks.

Scope for Initiative

This division can operate separately. It is entirely self-contained and its function is not to await the movement of infantry but to speed on ahead like the panzer divisions which broke down resistance in France a long way in front of the main body.

Tank and armoured regiments demand technical skill from their members. They represent many of the highest mechanical achievements of engineers, in their engines and methods of steering and driving; of communication inventions, in their wireless system of inter-communication; of artillery and machine gun modernism in their armaments.

Canada started out with little or no knowledge of these tanks when war was declared. There were officers and men who had been acquainted with them in the last Great War, but the prototypes of the tank of today were, by comparison, primitive in much the same degree as the aeroplane of today outmodes the plane of those days. By dint of hard training the armoured formations quickly get ready to take their places in the battle line. They are still accepting and training recruits however. For reinforcements will be

required even when the brigade and division are at full strength. And for the quick-witted, adaptable, mechanically-minded recruit, there is no more romantic and adventurous job than this one of taking one of these mechanical giants into action.

The armoured division presents ample scope for men of mechanical aptitude and great opportunities for the training in trades of men who are found suitable.

United Nations Air Conference

AIR POWER is one of the key weapons in the United Nations armoury. Its paramount importance in global warfare gives the United Nations an advantage now that plane factories in the United States, Great Britain and Russia are out-producing the Axis and the margin of superiority is growing daily. Planes of the United Nations will sweep the skies, blast enemy armament factories, stamp out undersea marauders with increasing ferocity. To man these planes young men are needed—highly skilled and daring.

No single project of the United Nations is able at present to supply these men better than the vast British Commonwealth Air Training Plan. In the two years and four months since its inception, the Plan is in full operation. It is capable of still greater expansion.

Largely in recognition of this unequalled achievement, all United Nations with air training projects in operation on the North American continent are holding a conference in Ottawa this month to discuss plans for co-ordinating the British Commonwealth Air Training Plan with the air training programs of the United States and other United Nations.

Air Force On Offensive

LATE IN 1940 the vaunted Luftwaffe smashed at the British Isles with all it had. Coventry became a name synonymous with savagery. The heart of London was charred with German bombs. But the small R.A.F., supported by a few

airmen from the Dominions, turned back the full fury of the Luftwaffe.

When the Battle of Britain was at its zenith the British Commonwealth Air Training Plan was little more than a plan—a blueprint for the months and years to come. The first class had begun training only in April, 1940.

By April, 1942, the world, and particularly Hitler's "New Order," knew what had happened in the air schools in Canada during these two years.

Paris—Luebeck—Rostock—Augsburg! What the Luftwaffe had done to England was being repaid in kind. Graduates of the Air Training Plan who had either been in classrooms at the time of the Battle of Britain or had not yet enlisted in the Royal Canadian Air Force took part in the round-the-clock offensive of the R.A.F.

Canadians accounted for much of the destruction wrought on Paris factories producing arms for Germany. Many of the airmen who created great havoc at the Baltic port of Luebeck were Canadians.

New Symbol of Destruction

But at Rostock Canadians participated in what was probably the heaviest assault yet on Germany. More than 100 of them—in both the R.C.A.F. and R.A.F.—took part in the raid which left the city a heap of rubble and made the name of Rostock a new symbol of destruction from the air.

Surpassing even the attack on Rostock in daring was the daylight raid on Augsburg, 150 miles within Germany. Hedgehopping sometimes within 50 feet of the ground, 12 huge four-motored Lancaster bombers set out for their target. Five reached their destination and dumped their bombs on plants turning out diesel engines for submarines. Five of the crews of the bombers were Canadians, and two of them received decorations for their part in the raid.

In another part of the world—in the Bay of Bengal—Canadians are fighting in the air. A Canadian-manned Catalina flying boat on patrol duty spotted a Japanese naval squadron with aircraft carriers off Ceylon and relayed the message back to their base. When the Japanese attack was

delivered 26 of their planes plummeted to earth in front of blazing United Nations guns. The attack was repulsed. Nothing was heard of the Catalina crew after it had delivered its warning.

Canadians are also serving in the Middle East and will participate in the clash of forces in that area.

U-Boat Menace Grows

IN RECENT months the Battle of the Atlantic has become less favorable to the United Nations. The focus of German U-boat attacks has been shifted to the Western Atlantic, causing extremely heavy losses of United Nations tonnage, particularly of such vital vessels as oil tankers.

In the first Great War German undersea boats operated spasmodically off the coast of North America. Because of wide technical advances in submarine equipment and tactics, the attacks on merchant tonnage in the Western Hemisphere since the entry of the United States into the war are more regular, ruthless, and more likely to hinder seriously the United Nations' conduct of the war.

The Battle of the Atlantic, which is the Canadian Navy's main job, has become a race between the mass production of submarine packs and crews and the construction of the United Nations anti-submarine fleet.

The Canadian Navy has multiplied many times since war began, and the growth has been entirely in these small vessels—corvettes, mine-sweepers, destroyers and smaller craft.

"Minor Wonder of War"

Recently, Malcolm MacDonald, British High Commissioner to Canada, stated that the growth of the Canadian Navy was "one of the minor wonders of the war."

This constantly expanding fleet is convoying the growing stream of aid from this continent to the British Isles. Significant is the fact that the merchant vessels of 17 United Nations have made Canada's East Coast the busiest shipping area in the entire world.

The extensive experience which has been gained in convoy work has been placed at the disposal of the United States Navy.

The Canadian Navy is concentrating upon types of ships which will serve best in defeating the U-boat menace. Faster and larger corvettes are being built. Two Tribal class destroyers are nearing completion in British shipyards, while another two of the same class are being built in Canada. These destroyers will revolutionize the striking power of the Navy.

With the commissioning of two Tribal destroyers in the United Kingdom, it is expected Canada will increase its naval forces in European waters.

A little-publicized aspect of the Canadian Navy's work has been in the activities of men of the R.C.N. lent to the Royal Navy. Recently, naval actions off Singapore and in the Indian Ocean revealed that Canadians were on British ships in every part of the world.

Canadians In Royal Navy

Nearly 500 young Canadians have been lent to the Royal Navy, although they have remained a part of the Royal Canadian Navy. Nearly 100 of these men have been called back, leaving 400 still serving on British ships and in shore establishments. Many are in exciting jobs—on motor torpedo boats in the Dover Channel, on gun boats and corvettes.

Without fanfare, men of the R.C.N. are being trained as commandos, the tough, daring troops who are stabbing at strategic German points on the continent.

Soon the Canadian Navy will have a women's division, patterned after the famed "Wrens" of the Royal Navy. Instructors will arrive in the near future from Britain to set up the organization.

The women of the Canadian naval services will replace men wherever practicable. They will perform numerous tasks, including the operation of radio devices, decoding and cyphering, office work, messenger service, cooking and driving.

Canadian Merchant Seamen

NO STORY of this war is more heroic than that of merchant seamen. No service has carried on its work with less heroics. The courage and tenacity of these men reveals itself in one incontestable fact: the goods are getting through to every battlefield despite submarine and plane attacks. The merchant seamen maintain the lifelines of the United Nations. No ship has been kept waiting in a Canadian port for lack of a crew. Despite the fact that men have seen their comrades drowned or maimed, they return to the sea when their ships, loaded to the gunwales with weapons of war, are ready to sail.

Without uniform, there is little save an "MN" badge to distinguish these members of the fourth arm of Canada's fighting forces. Thousands are serving under the flags of the 17 nations whose ships gather in the convoys that have made Halifax the busiest ship marshalling area in the world. There are 35,000 Canadian merchant seamen serving on ships of Canadian registry. Of these 250 are known to have lost their lives through enemy action; 173 are missing and 110 are prisoners of war.

There is little glory in sea-going jobs; seldom do merchant seamen battle attackers on anything like an even chance. They do not get the zest of the hunt as do their comrades in the Navy.

Training Men for Sea

Canada is looking after merchant seamen and building a large organization for providing trained men for the merchant ships that are coming down the slipways. In June, 1941, the Dominion Government appointed a Director of Merchant Seamen in the Department of Transport to train new crews, to form and maintain a reserve of experienced seamen, and to look after their welfare.

Engine-room ratings are trained at Prescott, Ontario, while deck-hands will learn their trade in an intensive three-months' course in Hubbards, Nova Scotia. Government

naautical schools are giving advanced courses for experienced men.

Men from the training schools, unemployed seamen, and survivors of torpedoed or wrecked ships go into large manning pools at Vancouver, Montreal or Halifax, where they receive food, lodging and remuneration until their services are again required.

Because merchant seamen are doing an essential war service, the government provides pensions for disability and death through enemy action as if they were members of the Navy, Army or Air Force. The scale for officers and ratings in the foreign trade is the same as that for the Royal Canadian Navy.

Providing for Welfare

The Canadian Government continues the pay of seamen interned or made prisoners of war, and continues any provisions made by them for their dependents. Compensation is paid for personal effects lost at sea.

By an arrangement with the Director of Merchant Seamen, the Navy League of Canada has established Allied Merchant Seamen's Clubs at Sydney, Halifax, St. John, Montreal, and Three Rivers, to provide food, shelter and recreation for all Allied seamen. In January this year the Halifax club served 35,000 meals and accommodated 9,000 men overnight. This club has fine lounge rooms and a concert hall for 500.

Many other organizations and voluntary workers are looking after the welfare of these sea-faring warriors. With the growing realization by Canadians of the sacrifices and hardships of merchant seamen interest in their welfare is increasing steadily.

A HOARDER: *Anyone who buys more than he actually needs.*

Munitions

THE MAGNITUDE of Canada's war industrial program is indicated by the value of contracts awarded by the Department of Munitions and Supply. From July 14, 1939, to March 31, 1942, the contracts and commitments made by the Department on Canadian, United Kingdom and other account totalled \$3,447 millions. This total is comprised of the following:

Contracts placed on Canadian account ..	\$2,047,115,109
Air Training Plan construction	34,428,067
Contracts placed on U.K. account	1,218,871,220
Contracts placed on other account	146,854,857
TOTAL	\$3,447,269,253

Purchases and commitments on Canadian account are broken down by major groups as follows:

Aircraft	\$ 391,719,381
Shipbuilding	318,409,281
Ordnance	200,496,506
Land transport	194,967,871
Construction and defence projects	189,562,478
Clothing	139,110,144
Munitions	70,341,528
Foodstuffs	54,719,484
Electrical equipment	43,298,278
Gasoline, oil and fuel	38,381,195
Instruments	33,184,108
Lumber and building supplies	24,047,237
Machinery	19,194,753
Beds and bedding	18,251,306
Personal	17,086,088
Dockyard stores	13,252,107
Other items	73,091,288
TOTAL	\$1,839,113,033
Capital assistance contracts	208,002,076
TOTAL	\$2,047,115,109

Shipbuilding

VALUE OF Canada's shipbuilding program now exceeds \$550 millions. Nearly 200 combat ships and about 800 smaller boats have been launched to date.

Contracts have been awarded for 71 additional corvettes—the sturdy patrol and anti-submarine vessels which are playing an important part in the Battle of the Atlantic. Contracts have also been negotiated for 25 more mine-sweepers and 16 trawlers.

Work is proceeding rapidly in 18 major shipyards and numerous smaller shipyards on the east and west coasts, and on the St. Lawrence River and Great Lakes. More than 700 naval units are being constructed in these yards, including corvettes, minesweepers, patrol boats, base ships and miscellaneous craft.

The cargo vessel program calls for the building of 172 ships at an estimated cost of \$325 millions. There are 154 vessels of 10,000 tons dead weight and 18 vessels of 4,700 tons in the program. Engines for these vessels are being made in Canada and about 95% of all the parts going into their construction are made in plants of the Dominion.

Provide Repair Facilities

Orders for a variety of small craft amount to \$8 millions, including several fast 112-foot motor vessels. This small boat program is about 60% complete. More than 30 yachts and motorboats have been purchased and 50 smaller craft chartered by the shipbuilding branch of the Department of Munitions and Supply.

Naval and merchant vessels damaged by enemy action or other causes are being repaired in Canadian ports. Repair facilities totalling \$5 millions have been provided. Contracts totalling \$2.5 millions have been let for the repair of naval and armed vessels.

A new government company, Park Steamship Company, has been incorporated to supervise and control the operation of newly-built Canadian cargo vessels. The company will charter new Canadian cargo vessels and

allocate them to the ocean routes where their services can be used in carrying munitions and supplies to the theatres of war.

Price Control

MANY FEATURES of Canada's price control system have been incorporated in the new system adopted by the Government of the United States. Authorities in Washington have been observing closely Canada's price ceiling during five months of operation. They have derived considerable benefit from Canada's experience with what is one of the most revolutionary economic measures ever undertaken in a democratic nation.

Operation of the United States' price policy will, in turn, be of considerable benefit to Canada. It will aid the Wartime Prices and Trade Board in its fight against inflation by helping to maintain the price ceiling. It will also hold down the amount of subsidies which the Board extends through the Commodity Prices Stabilization Corporation to meet the higher costs of essential imported consumers goods.

In the first five months of the price ceiling's operation, import subsidies of only \$154,000 were paid out of a total of \$2 millions for both domestic and import subsidies. But with prices rising rapidly in the United States, import subsidies would have soared. That country is currently providing about three-quarters of total Canadian imports and uncontrolled price increases there would have gravely complicated Canada's problems of supply and foreign exchange.

Advance Simplification Plans

The United States price ceiling will now lessen these difficulties. The relationship of price structures in the two countries under their respective price fixing systems will be approximately on the same basis as before the war, which will facilitate economic relations for the duration of war.

During April the Wartime Prices and Trade Board, the body responsible for Canada's fight against inflationary

price rises, advanced its program of simplification and conservation. Investigations are being conducted in certain industries as to how costs may be cut and materials saved.

Typical of measures already placed in effect to save on consumer goods are: quality and variety of a number of paper products are regulated; burlap is being regulated, and telephone service is being closely supervised. New instruments must be for essential purposes and not for personal convenience only.

With rubber and gasoline two vital items of the list of war necessities, the Wartime Prices and Trade Board is sending out questionnaires to truck and taxicab operators about their operations.

The use of automotive equipment for parcel deliveries, new taxi-cabs and "drive-yourself-cars" has already been restricted.

Hit at Hoarders

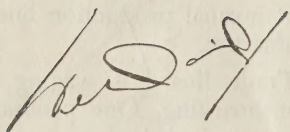
Sugar rations, imposed some months ago, have been relaxed somewhat to permit larger rations for merchant seamen and to provide for home preserving.

Important plumbing materials and supplies has been standardized. About two-thirds of normal production lines have been withdrawn from manufacture.

The Wartime Prices and Trade Board is waging a vigorous campaign to stamp out hoarding. One product only the Board is asking Canadians to hoard—that is coal. With human inconsistency Canadians have not shown much eagerness to fill their cellars full of coal. All other commodities and manufactures must be bought in moderation, and not in excess of current needs. The Board stresses the fact that needless "runs" on scarce products will increase hardships of buyers.

Certain price adjustments have been made so that inequality of sacrifice may not be imposed in maintaining the price ceiling. Downward revision of the prices charged to wholesalers and retailers for last season's pack of 35 fruits and vegetables has been provided by the Board, as well as for a list of specified groceries. The prices charged

for these products by processors, manufacturers and wholesalers are to be reduced to the levels at which they were sold in or before June, 1941. To offset losses entailed by this compulsory price reduction, a subsidy is to be paid by the Commodity Prices Stabilization Corporation. The grocery manufacturers concerned will get subsidies only if their profits are cut below the level of "standard" profits defined for purposes of the Excess Profits Tax.

A handwritten signature in dark ink, appearing to be 'H. S. J.', with a large, stylized 'S' in the center.

Canada's Hard-Hitting Army

Needs Hard-Hitting Men

Enlist To-day!